

Objection to SSD Housing – Proposed Alterations and Additional Works

903–921 Bourke Street, Waterloo – SSD-95997711

I hereby voice my strong objections to the proposed development listed above on the following grounds:

1. Excessive Scale and Cumulative Overdevelopment

The scale and extent of the proposed SSD are completely disproportionate to the existing residential and commercial dwellings in the area. The proposed height of several towers, the proximity and density of the new buildings, and the lack of investment in existing infrastructure—such as roads, cycle paths, and public transport—will create an urban environment that is unmanageable for both current and future residents. This will have a detrimental impact on property values, often the single largest asset for families and individuals. The increase in heights and densities will exacerbate existing wind tunnels and deprive several properties of direct sunlight.

This objection does not even address the additional and significantly adverse impact of adjacent developments, including:

- 881–885 Bourke St (Coronation Development) – 850 apartments
- 923–935 Bourke St (Woolworths Development) – 121 apartments
- 224–234 Young St (Scape Development) – 283 apartments
- 903–921 Bourke St (increase from 347 to 580 apartments)

When considered together, these four developments will introduce over 1,850 apartments into a small geographic area. This does not include the possibility that the 923–935 Bourke St development may also seek increased height and density under a similar SSD application.

2. Environmental Impacts

The erection of multiple high-rise towers will worsen the already significant wind tunnel effects and overshadowing in Waterloo. The height and proximity of the proposed towers will result in:

- Loss of privacy
- Loss of natural light
- Increased wind turbulence
- A “noise bowl” effect created by three towers surrounding the Boronia Apartments

Pollution levels will rise due to increased traffic and construction activity, with adverse impacts on morbidity and mortality. This will place additional strain on already stretched healthcare facilities.

Local daycare and schooling options are already insufficient for current demand. These developments will worsen the shortage.

There are currently no towers of comparable height in the immediate vicinity of 903–921 Bourke Street. The proposed structures are therefore entirely out of place.

The Social Impact Assessment states that 37.4% of Waterloo households do not own a car, meaning 62.6% do. Yet the SSD proposes only thirty-six additional parking spaces for 233 new units—a 15% increase in parking for a 67% increase in dwellings. This is grossly inadequate.

Current construction at 881–885 and 903–921 Bourke Street has already resulted in unacceptable dust and dirt affecting neighbouring properties. Developers have made no meaningful effort to contain dust within their sites.

The proposal increases the height of two already-approved towers at 903–921 Bourke Street—from 12 to 31 storeys and from 21 to 38 storeys. Combined with the 35-storey tower proposed at 881–885 Bourke Street, these structures will dwarf the five-storey Boronia Apartments, cutting out natural light and creating severe wind and noise impacts.

3. Transportation Impacts

The existing transport infrastructure is already struggling to cope with demand. The SSD application contains incorrect and outdated information regarding bus routes—errors that are inexcusable in a document of this nature.

The following routes referenced in the JMT document no longer exist or no longer service Waterloo:

- M20 – discontinued
- 301 – no longer runs through Waterloo
- 302 – discontinued
- 303 – no longer runs through Waterloo
- 343 – now operates only from Elizabeth St to Circular Quay

The 304 bus is the only viable city-bound service. It is already overburdened, servicing:

- East Village (Zetland population >15,000 by 2026)
- Gadigal Avenue apartments
- Potter Street
- Meriton complexes on Bourke Street
- The Aware Super development (400 apartments)
- The proposed 903–921 Bourke Street development

It is common for the 304 to be full before reaching Bourke Street, leaving no seats for elderly or mobility-impaired passengers.

Rail options offer little relief. Both Green Square and Waterloo Metro stations are more than 1 km away, with no connecting buses. The walk from Waterloo Metro involves a steep incline unsuitable for many residents. Both rail lines are already overcrowded during peak hours.

Roads and cycle paths are similarly inadequate. Cyclists and pedestrians are forced to share narrow footpaths, creating safety risks. The McEvoy–

Bourke–Lachlan intersection is one of the worst designed in Sydney; additional traffic will worsen congestion and increase accident risk.

4. Parking Shortfalls

The SSD proposes only 36 additional parking spaces for 233 new units, despite data showing that 62.6% of Waterloo households own cars. This mismatch guarantees:

- Overflow parking in surrounding streets
- Increased congestion
- Reduced pedestrian and cyclist safety
- Lower residential amenity

5. Impact on Property Values

The cumulative effect of overshadowing, loss of privacy, increased congestion, environmental degradation, and infrastructure overload will inevitably reduce property values in the area. For many residents, their home is their primary asset. This proposal places that asset at risk.

The proposed development will have a materially adverse impact on surrounding property valuations due to the significant loss of amenity it will impose on existing residents. Property values are closely tied to factors such as natural light, privacy, outlook, noise levels, and the overall character of the neighbourhood. The introduction of towers rising to 31, 35, and 38 storeys—immediately adjacent to established low-rise buildings—will substantially diminish these attributes. Overshadowing, intensified wind conditions, and the enclosure effect created by the proposed towers will reduce the liveability and desirability of nearby homes, directly affecting their market value.

The cumulative overdevelopment of the area further compounds this impact. With more than 1,850 new apartments proposed across four neighbouring sites, the resulting population density will place extreme pressure on already strained transport, road, and community infrastructure. Prospective buyers and valuers routinely factor infrastructure adequacy into assessments of long-term value. Congested

roads overcrowded public transport, insufficient parking, and limited access to childcare, schooling, and healthcare services all contribute to a downward adjustment in perceived value and buyer demand.

Environmental quality is another key determinant of property valuation. Current construction activity at 881–885 and 903–921 Bourke Street has already resulted in unacceptable levels of dust, noise, and disruption for neighbouring properties. Developers have made no meaningful effort to contain dust or mitigate impacts. Prolonged construction, increased pollution, and reduced air quality will further erode the appeal of the area, suppressing property prices both during the construction phase and after completion.

Finally, the scale and design of the proposed towers are inconsistent with the established character of Waterloo. A sudden shift from predominantly mid-rise buildings to clusters of high-rise towers creates a perception of overdevelopment and reduced neighbourhood cohesion. Valuers and purchasers alike place a premium on stability and predictability in urban form. When a neighbourhood becomes dominated by dense, high-rise developments without corresponding investment in infrastructure or open space, the result is typically a decline in both real and perceived value for existing properties.

6. Concerns with the SSD Process to address the housing shortage

While technically lawful, the SSD process is fundamentally imbalanced. Communities are given only two weeks to respond to applications that developers have spent months or years preparing. This is not meaningful consultation; it is a procedural formality that undermines public trust.

The process appears to prioritise developer interests over community wellbeing. This is inconsistent with the principles of democratic planning and responsible governance. Federal intervention is urgently needed to restore fairness and accountability.

I am sympathetic to the needs to create additional housing in the Greater Sydney and open to an increase in density in the area where I reside.

However, the current proposals are excessive and threaten to destroy the character of our community. The proposals are neither reasonable nor fair.

I trust that my reasonable objections will be considered in an objective manner.

Yours sincerely

Gerrit Jan Schipper

Unit 1332 Aria

4 Lachlan Street

2017 Waterloo

New South Wales

Australia

M: 0423 475 928

E: gerryj.schipper@gmail.com